Import Health Standard
for
Imported Vehicles and Machinery

Short Name: VEHICLE-ALL
Approval

The MAF Biosecurity New Zealand (MAFBNZ), in accordance with section 22 of the Biosecurity Act 1993, approves this standard – VEHICLE-ALL: Imported Vehicles and Machinery as the import health standard for imported vehicles and machinery from all countries.

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Vehicle and machinery importers are strongly advised to familiarise themselves with ALL PARTS of this standard and actively seek MAFBNZ guidance if they are unclear on any part, prior to undertaking any activities relating to the importation of vehicles or machinery.
Foreword

MAF Biosecurity New Zealand (MAFBNZ), a division of the Ministry of Agriculture and Forestry (MAF), is the lead agency in New Zealand’s biosecurity system. It is responsible for enforcing the provisions of the Biosecurity Act 1993, including preventing the importation of unwanted pests and diseases, and for controlling, managing or eradicating them should they arrive.

This import health standard, VEHICLE-ALL: Imported Vehicles and Machinery, is a MAF standard prepared by the Operations and Facilities Group of MAFBNZ and cancels and replaces the following MAF standards:

- MAF Biosecurity Authority Standard BMG-STD-HTVEH: Import Health Standard for Treated Used Vehicles Imported into New Zealand (September 2003)

Review and Amendment

This standard is subject to review and amendment at any time to ensure that it continues to meet biosecurity objectives. Reviews and amendments will be notified to stakeholders and will be published on the MAFBNZ website. All stakeholders are responsible for ensuring that the most recent version of this standard is used.

Contacts

For all matters relating to the interpretation, review and amendment of this standard, please contact:

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For all matters relating to operation of this standard, including inspections, audits, treatments and MAF’s offshore programme, please contact your local MAFBNZ office.
General Information

1. Introduction

This standard requires that all vehicles/machinery imported into New Zealand are clean, internally and externally, to ensure that biosecurity risk organisms are not present. MAFBNZ also intends that the biosecurity requirements of this standard do not unnecessarily impede trade.

A biosecurity clearance, pursuant to section 26 of the Biosecurity Act 1993, will be issued when vehicles/machinery are clean (meaning the contaminant threshold level requirements are met as per section 2), and meet all other requirements of this import health standard.

2. Contaminant Threshold Levels

Clean vehicles/machinery are defined as those where the level of biosecurity contaminants is reduced to at least the contaminant threshold levels, as specified in Appendix 1, and are managed in such a way to ensure that recontamination does not occur prior to presentation for biosecurity clearance.

3. Biosecurity Interventions

All vehicles/machinery imported into New Zealand must be cleaned, internally and externally, including those areas not accessible to physical inspection, to ensure that biosecurity risk organisms are not present.

Vehicles/machinery that do not comply with the requirements of this standard will not be given biosecurity clearance (must be managed under sections 11 and 12).

Cleanliness will be measured against specific contaminant threshold levels (Appendix 1).

MAFBNZ requires that some categories of vehicles/machinery undergo mandatory decontamination (section 11) to effectively manage biosecurity risks specific to the category before being cleared for entry into New Zealand.

For all other vehicle/machinery categories, there are a range of internal and external biosecurity interventions that can be used, such as, fumigation, systems validation, cleaning systems, heat treatment, physical inspection and manual removal or a combination of such interventions, as well as default intervention options (section 12.1).

Biosecurity interventions, including decontamination treatments and whole systems to mitigate biological risk organisms, should be approved by MAFBNZ prior to being used. Some of these are described in the MAF standard BNZ-STD-ABTRT: Approved Biosecurity Treatments for Risk Goods Directed for Treatment. All biosecurity interventions must be applied in a manner that ensures vehicles/machinery are clean.

MAFBNZ will implement default intervention options where biosecurity interventions are not approved, as described in section 12.1.
4. **Management of Risk Offshore**

MAFBNZ strongly recommends that importers undertake biosecurity interventions offshore to reduce the likelihood of biosecurity contaminants, particularly high-impact risk organisms, entering New Zealand. Offshore intervention will also assist in avoiding delays and costs on arrival. Appropriate measures shall be taken to reduce the likelihood of recontamination, prior to shipping from the port of export or vehicles/machinery will be subject to a pre export MAF inspection.

5. **Approved Offshore Biosecurity Interventions & Systems**

While vehicles/machinery cannot receive biosecurity clearance until they enter New Zealand, confirmation of cleanliness can be provided to MAFBNZ prior to shipping via documented evidence that they have gone through an approved biosecurity intervention system (section 11, Appendix 2) or following implementation of default intervention options (section 12.1).

6. **Importing Contaminated Vehicles/Machinery**

Importing vehicles/machinery known to be contaminated, particularly with mobile organisms (e.g., ants) is prohibited.
Biosecurity Requirements

7. Documentation
All vehicles and units of machinery arriving in New Zealand must be accompanied by documentation stating the following information:
- identification (e.g., vehicle identification number (VIN)),
- make and model (applies to whole vehicles and units of machinery only),
- port of origin,
- shipment details, including container number (if applicable),
- manifest of inner cargo,
- consignor, consignee and consignee’s full address, and
- Confirmation that the vehicle/unit of machinery has been cleaned in accord with an MAFBNZ approved system (section 3) to meet the requirements of this standard

**NOTE:** In the case of new vehicles/machinery, confirmation that the supply chain system is being managed appropriately will be sufficient.

8. Used Vehicles/Machinery
All used vehicles/machinery imported into New Zealand presented for biosecurity clearance that meet the contaminant threshold levels shall be given biosecurity clearance.

Used vehicles/machinery not meeting the specified contamination thresholds or mandatory decontamination as required (section 11) must be decontaminated. Decontamination must be carried out as per section 12.2.

9. New Vehicles & New Machinery (including new tyres)
Recognising that new vehicles/machinery are normally a lower biosecurity risk, MAFBNZ will consider how the biosecurity interventions used in the supply chain mitigate biosecurity contamination. Importers must supply MAFBNZ with information describing how new vehicles/machinery have been stored (including the length of time), transported to the ship and how the risks of biosecurity contamination have been mitigated between manufacture and export.

New vehicles/machinery determined to be free of biosecurity risk by an Inspector will be granted biosecurity clearance.

New vehicles/machinery contaminated during transit, must be managed as per section 12.2.

**NOTE:** detection of contamination in a supply chain system may result in changes to that supply chain system so that the risk is managed appropriately.
10. Used Tyres

Used tyres (deflated or not on rims) must be treated prior to receiving biosecurity clearance.

If treatment has been carried out offshore, used tyres must be appropriately secured within an enclosed area (e.g., a sea freight container or an impervious cover, etc) to prevent recontamination prior to shipping.

If treatment has not been carried out offshore:

- Sea freight containers of used tyres must be treated within 48 hours of landing in New Zealand in a manner ensuring that any mobile organisms present do not escape during the treatment process. If treatment cannot be carried within 48 hours, the container must be sealed (including vents and any damaged areas permitting insect egress) and treated with a residual insecticide while awaiting treatment.
- Uncontainerised used tyres must be appropriately secured within an enclosed area (e.g., a sea freight container, an impervious cover, or a room etc) immediately upon discharge and treated with a residual insecticide. Treatment must be carried out within 48 hours of arrival.

NOTE: used tyres must not be imported in the boot or interior of a vehicle.

11. Vehicles/Machinery Subject to Mandatory Decontamination

Every vehicle/unit of machinery in the following categories requires mandatory decontamination, either through fumigation\(^1\), heat treatment or other approved equivalent means, to remove/inactivate biosecurity contaminants, prior to receiving biosecurity clearance:

- Used vehicle/machinery parts, including vehicles/machinery imported for dismantling,
- Used vehicles from the United States of America\(^2\), unless evidence can be provided indicating the vehicles are free of biosecurity contaminants (e.g., recently restored vehicles or cars currently used for racing),
- Used agricultural, forestry and horticultural machinery,
- Used wire ropes attached to vehicles/machinery,
- Used tyres (section 10),
- Vehicles/machinery showing evidence of holding pools of water or being partially or fully submerged in water (e.g., presence of water tide marks, biofouling),
- New vehicles/machinery that have become contaminated after manufacture, and
- Any other vehicle/unit of machinery that, by its very nature, use, source, history or other such factor, has been determined to require treatment (e.g., garbage trucks).

NOTE: MAFBNZ should be consulted prior to import, on whether vehicles/machinery likely to fall into the above category will require mandatory decontamination.

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\(^2\) Due to the high incidence of black widow spiders (\textit{Latrodectus} spp.) present in and on these vehicles.
12. Management of Uncleared Vehicles/Machinery

12.1. Default Intervention Options

If importers are not using a MAF approved system, there are two default intervention options available. Importers must inform MAFBNZ of their preferred option.

Option 1:
- Inspected by MAFBNZ for the presence of visible contaminants incorporating the use of a videoscope for the presence of concealed contaminants.
- If contaminants are detected, decontamination must be carried out.

Option 2:
- Inspected by MAFBNZ for the presence of visible contaminants (if contaminants are detected, decontamination must be carried out) and heat treated or fumigated in an approved manner to remove/inactivate concealed contaminants.  

12.2. Management of Vehicles/Machinery Suspected/Known to be Contaminated On-Arrival in New Zealand

All vehicles/machinery imported into New Zealand must be landed at ports that have suitable decontamination/cleaning facilities approved as transitional facilities to the MAF standard BNZ-STD-TFGEN: Standard for General Transitional Facilities for Uncleared Goods.

Vehicles/machinery known to be contaminated prior to shipping or have since found to be contaminated, either prior to discharge or following the inspection above, will be managed by MAFBNZ in a manner appropriate for the level and type of contamination. Management may involve:
- Direction to be decontaminated in an approved manner,
- Prohibition of discharge, particularly where gross contamination is observed aboard the vessel, or
- Direction to be reshipped to a port outside New Zealand's jurisdiction.

Uncleared vehicles/machinery landed in New Zealand must have an external inspection carried out within 12 hours of discharge at the port of entry, or within 12 hours of being devanned from a sea container. Decontamination must be carried out at a transitional facility approved to the standard above using a MAFBNZ-approved method. Transportation to the transitional facility must be carried out in an approved manner to minimize the escape of any biosecurity contaminants.

Detection of contamination may also result in changes to audit and assessment regimes of approved systems. (Appendix 2).
12.3. Treatment Responsibility

Contaminated vehicles/machinery are imported at the importers risk. If pre-clearance decontamination is required, this is entirely at the importers risk and expense in all respects. Decontamination is not carried out on behalf of MAFBNZ but is a private arrangement between the treatment supplier and the importer. Whilst MAFBNZ will ensure that only suitably-qualified treatment suppliers are available in New Zealand, it accepts no responsibility for any failure by the treatment supplier in its contract for decontamination services with the importer.

13. Costs

The costs to MAFBNZ in performing functions relating to the importation of vehicles/machinery are paid in accordance with the Biosecurity Act 1993 and any regulations made under that Act, including all costs associated with documentation, transport, storage, inspection, treatment, re-export and obtaining a biosecurity clearance.
Appendix 1: Contaminant Threshold Levels

The following threshold levels are the maximum levels of contamination permitted on/in each vehicle or unit of machinery.

The validity of these levels will be kept under review and MAFBNZ reserves the right to change them at any time through amendments to this standard.

Table 1 - Contaminant Threshold Levels

<table>
<thead>
<tr>
<th>Contaminant Type</th>
<th>Per Vehicle/Unit of Machinery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dead invertebrates</td>
<td>presence permitted</td>
</tr>
<tr>
<td>Road film</td>
<td>presence permitted</td>
</tr>
<tr>
<td>Plant material¹/soil not detectable through physical inspection</td>
<td>presence permitted</td>
</tr>
<tr>
<td>Inorganic non-risk material, sand and other material free of plant residues or other organic materials</td>
<td>presence permitted</td>
</tr>
<tr>
<td>Fungi in rotten decks</td>
<td>presence permitted*</td>
</tr>
<tr>
<td>Seeds - in air filters</td>
<td>presence permitted*</td>
</tr>
<tr>
<td>- not in air filters (except below)</td>
<td>none</td>
</tr>
<tr>
<td>- associated with radiator/exhaust</td>
<td>presence permitted</td>
</tr>
<tr>
<td>Soil</td>
<td>20 grams</td>
</tr>
<tr>
<td>Dead desiccated plant material</td>
<td>5 units</td>
</tr>
<tr>
<td>Pine needles</td>
<td>none</td>
</tr>
<tr>
<td>Animal products/by-products³</td>
<td>none</td>
</tr>
<tr>
<td>Water</td>
<td>none</td>
</tr>
<tr>
<td>Green or fresh plant material (including fruit)</td>
<td>none</td>
</tr>
<tr>
<td>Live animals⁴</td>
<td>none</td>
</tr>
</tbody>
</table>

1. Located anywhere in/on the vehicle/unit of machinery including contained structures.
2. Includes dessicated leaves, twigs, bark, sawdust, seeds.
3. Includes blood, bones, fibre, meat, secretions, excretions, etc, but excludes moderate amounts of pet fur trapped in upholstery.
4. Includes arthropods, mammals, birds, reptiles, amphibians, molluscs etc.

* May require further action where deemed necessary by a MAF inspector.

Vehicle and machinery importers are strongly advised to familiarise themselves with ALL PARTS of this standard and actively seek MAFBNZ guidance if they are unclear on any part, prior to undertaking any activities relating to the importation of vehicles or machinery.
Appendix 2: MAFBNZ Assessment of Biosecurity Interventions

1. Approval

As stated in section 3, biosecurity interventions must be approved by MAFBNZ prior to being used. Approval will require trials, testing, validation or other such science/analytical-based means, to show that the intervention(s) can reliably clean vehicles/machinery to or better than threshold levels (Appendix 1).

2. Assessment & Audit

The type of biosecurity intervention(s) employed, will determine the most appropriate assessment and audit regime used by MAFBNZ to determine and monitor effectiveness. This may include system and outcome-based audits, physical inspection, use of videoscope technology, partial dismantling or other such means. Factors that will be taken into account include:

- the degree of risk,
- vehicle/machinery type and source,
- accessibility of surfaces or compartments,
- whether the vehicle/machinery is new or used,
- reliability, robustness and proven effectiveness of the intervention type,
- confidence in the delivery of interventions,
- compliance history of stakeholders providing interventions, and
- any other factors deemed relevant.

Audit regimes will be designed to provide the level of confidence and assurance that threshold levels are consistently being met. MAFBNZ will be transparent about the design, operation and implementation of assessment and audit regimes prior to implementation in order to provide clarity around expectations and costs and to consider relevant viewpoints towards achieving biosecurity objectives. A baseline level of audit and assessment can be expected, contingent with consistently being able to meet or exceed threshold levels.

3. Review of Assessment & Audit Regimes

The results of ongoing performance measurement of biosecurity management at all levels (see section 4 below) may impact the levels of assessment and audit. Levels will be increased and suspension may result if thresholds are not consistently being met or there are sufficient non-compliances with this standard to warrant such action. This may include increased audit frequency, inspection and/or treatment activities as well as suspension or revocation of an approval.

Reviews of assessment and audit regimes, and intended changes to those regimes, will be discussed with affected parties prior to implementation in order to provide clarity around expectations and costs and to consider relevant viewpoints towards achieving biosecurity objectives.
4. **Performance Measurement**

Performance measurement will operate at three levels to determine how well the following is being achieved:

- All vehicles and units of machinery processed through the approved system are clean, using contaminant threshold levels.
- Biosecurity intervention systems (including cleaning methodologies, decontamination treatments and manufacturing supply chain systems etc), consistently and reliably meet the threshold levels and are operated in a way that continues to do so. This particularly applies for live organisms hidden within the structure of vehicles/machinery and not normally detectable through visual inspection.
- Biosecurity objectives are being met.
Appendix 3: Terms & Definitions

For the purposes of this standard, the following terms and definitions apply. Other terms used are as per the Biosecurity Act 1993.

**audit**
A systematic and documented process for obtaining and evaluating evidence objectively to determine the extent to which specific criteria are fulfilled.

**contaminant**
This standard refers to “contaminant” in the general context of animate or inanimate objects **NOT** normally associated with vehicles and machinery and which may or may not be biosecurity risks.

**contaminant threshold level**
The maximum level of contamination permitted for a particular biosecurity contaminant.

**decontamination**
The removal of contaminants or the inactivation of those which are biosecurity risks.

**equivalence**
The use of different biosecurity risk management interventions to achieve the same or better outcome(s).

**machinery**
Mechanical devices that transmit or modify energy to perform or assist in the performance of human tasks, whether self-propelled, drawn, pushed or fixed in position.

**new vehicle/machinery**
Any vehicle/unit of machinery which is **NOT**:

- a used vehicle/unit of machinery and does not contain used structures, systems, components or equipment, or

NOTE: For the purposes of this standard, machinery includes items within the categories below that have biosecurity risks associated with them:

- forestry, agricultural and horticultural equipment, such as logging equipment, portable sawmills, balers, ploughs, tedders, rollers, discers, fruit-pickers, wool scouring plants, pesticide sprayers and cranes.
- construction, building, and production equipment, such as concrete mixers, elevators, escalators, generators and road construction equipment.
- components of vehicles/machinery, such as engines, chassis, suspension units and tyres.
- used research and diagnostic equipment, such as centrifuges, biohazard cabinets, air processing and extraction equipment, stomachers and fumehoods.
- equipment used to house and/or process plants and plant products.
- any item of equipment that an inspector deems machinery as defined for the purposes of this standard, such as ferris wheels or wind turbines.
- a custom-built vehicle/unit of machinery.

**road film**
Finely-textured particles of dust or particles free of organic material that may be deposited on or under a vehicle/unit of machinery as a thin film by air currents or from use on hard surfaced roads.

**used vehicle/machinery**
Any vehicle/unit of machinery which has been:
- supplied to the consumer market and sold,
- used for demonstration, testing, training or courtesy purposes, or
- previously registered or licensed.

**vehicle**
A conveyance that is used to transport people, objects or substances.

NOTE: For the purposes of this standard, vehicles include:
- motorised vehicles such as buses, cars, motor cycles, trucks, trains, utility vehicles, vans, motor homes, motorised bicycles, segways, forklifts, forestry and agricultural vehicles (tractors, harvesters, feller bunchers, and skidders),
- non-motorised and/or self-propelled vehicles imported as cargo such as cable cars, trailers, caravans, vessels and aircraft.
- damaged vehicles imported for repair or dismantling.

BUT exclude:
- non-motorised bicycles,
- non-road vehicles not requiring registration from the New Zealand transport authorities such as skateboards, non-motorised scooters, and wheelchairs.

**vessel**
Craft or other artificial device used, or capable of being used, as a means of transportation on/in water such as ships, boats, barges, lighters, yachts, jetskis, hovercraft, and submarines.

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4 **Imported as general cargo or personal effects**
Appendix 4: References

The following documents contain provisions which, through reference in this text, constitute requirements of this standard or provide information and guidance only. For dated references, the latest version of these publications applies.

- Biosecurity Act 1993
- Biosecurity (Costs) Regulations 2006
- MAFBNZ Imported Vehicles and Machinery Segment Strategy 2009